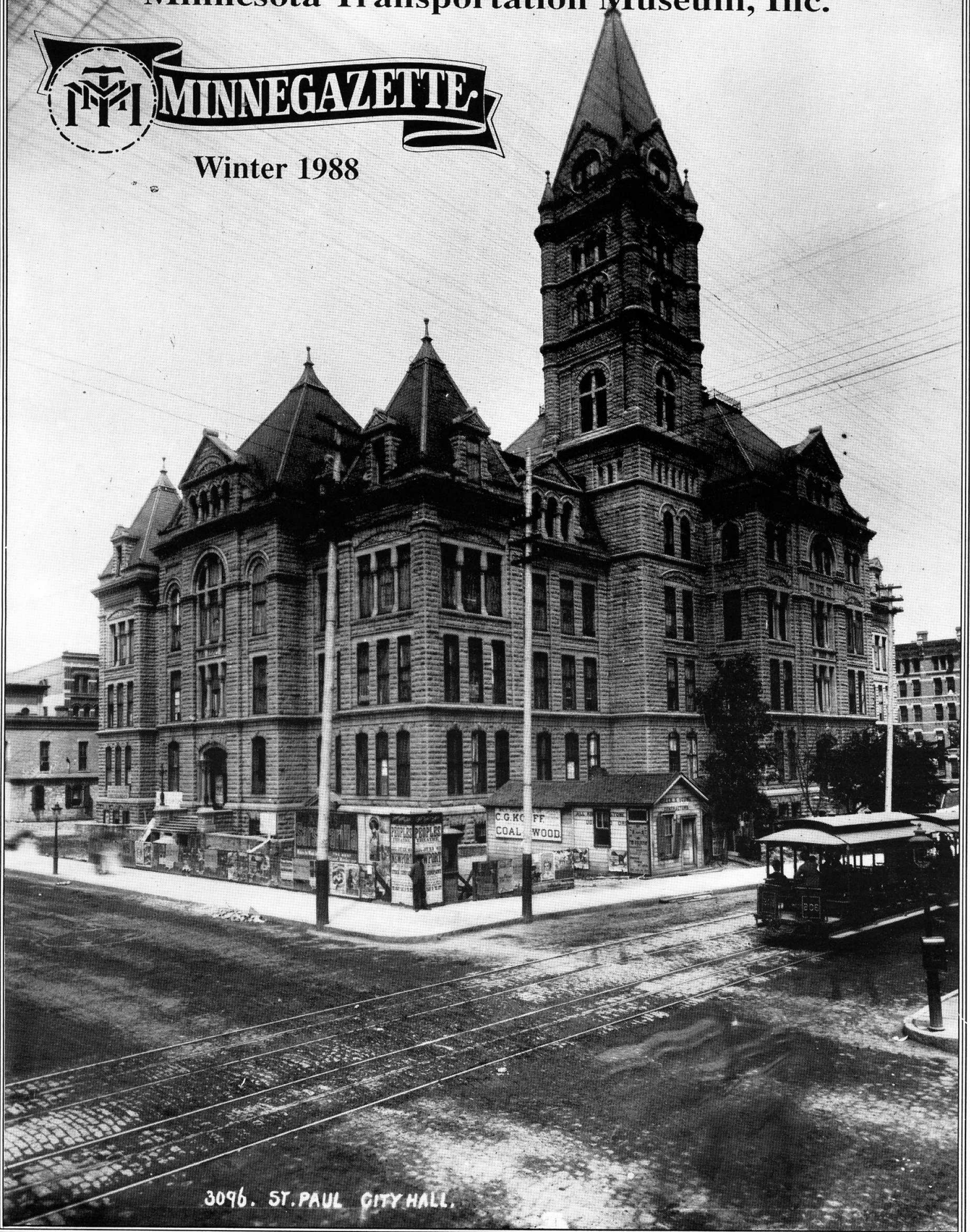


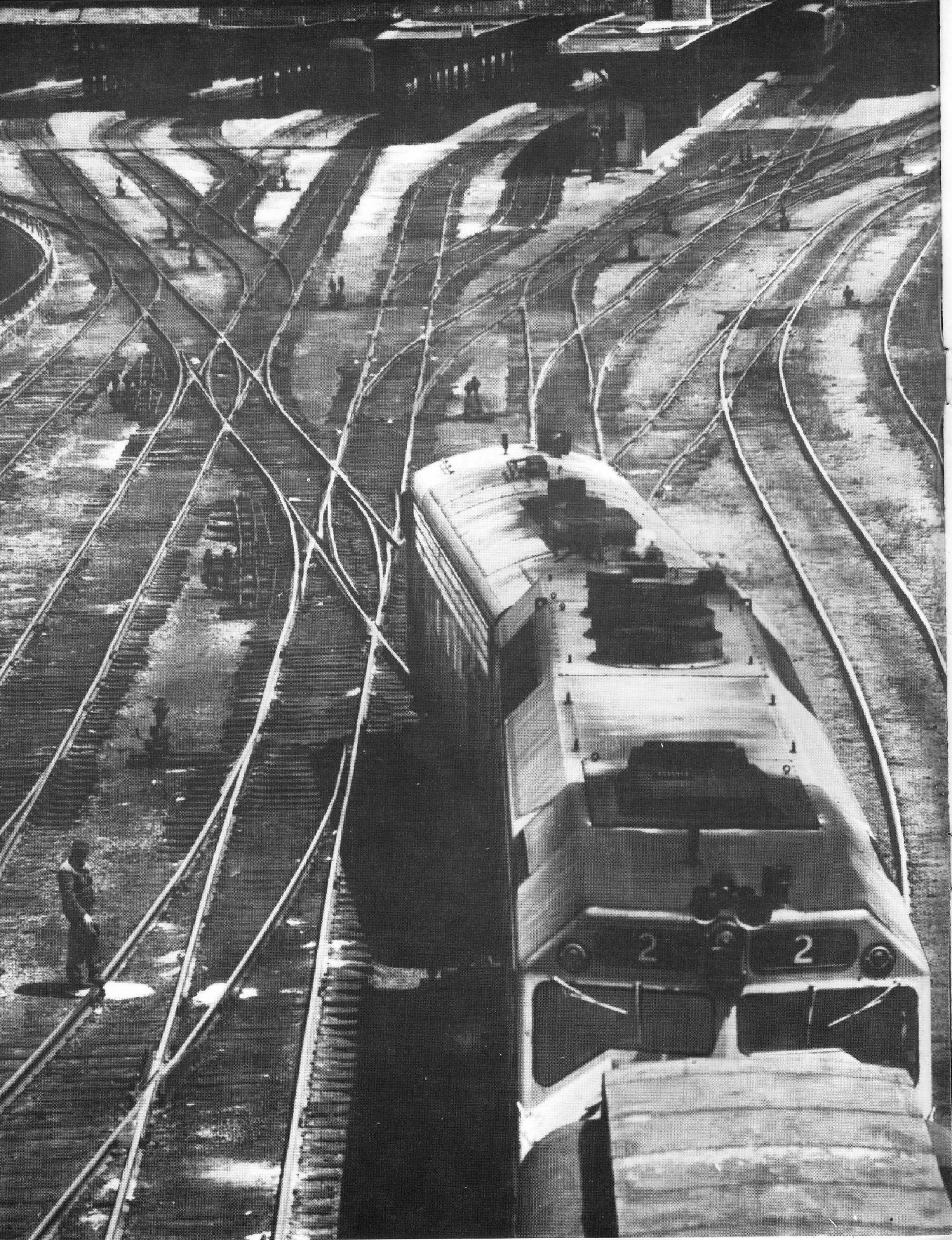
Minnesota Transportation Museum, Inc.



Winter 1988



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Official Publication of the

**MINNESOTA
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MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *MinneGAZZETTE* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the **Como-Harriet Streetcar Line** and the **Minnehaha Depot** in Minneapolis, the **Jackson Street Roundhouse** in St. Paul, and the **Stillwater & St. Paul Railroad** in Stillwater, Minnesota.

Public Information

(612) 228-0263
Jackson Street Roundhouse
(612) 228-9412

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President Aaron Isaacs
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VP/Traction Curt Allen
VP/Railroad Kenneth Snyder
VP/Stillwater DuWane Shogren
Directors at Large Arthur E. Pew III
Bob Ball
Lowell Saterbak
Richard Walkovets
Byron Olsen

About The Cover: In 1889 San Francisco didn't have the monopoly in the cable car business. Here we see two St Paul cable cars passing the Court House at the intersection of Fourth and Wabasha. One can only imagine the difficulty in operating cable cars during a Minnesota winter. Minnesota Historical Society Collection

Inside Cover: On the eve of Amtrak, the eastbound *Morning Hiawatha* threads its way through the double slip switches into the St Paul Union Depot. During the 1960's the Milwaukee Road was one of a handful of railroads that optimistically bought new passenger power in the form of EMD FP-45's. Numbered 1-4, they harked back to the 4-4-2's of 1934. Joe Elliot Photo

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1989 MEETING SCHEDULE

This is your official notice of Museum membership meetings scheduled for 1989. Please note them on your calendar or appointment book. The meeting schedule will appear in the *MinneGAZZETTE*, but separate notices will not be mailed for each meeting during the year. All meetings will begin at 7:30 p.m.

January 24: MTC Fred Heywood Garage,
560 - 6th Avenue North, Minneapolis.

March 28: Northwestern National Life Building,
Washington & Marquette Avenues, Minneapolis.

May 23: Prudential Building,
3701 Wayzata Blvd., Minneapolis.

July 25: Jackson Street Roundhouse,
193 E Pennsylvania Avenue, St Paul.
Bring Lawn Chair.

September 26: Air National Guard Auditorium,
Fort Snelling.

November 28: Annual Meeting
Northwestern National Life Building,
Washington & Marquette Avenues, Minneapolis.

ANNOUNCEMENTS

DISAPPEARING RADIOS

We have misplaced some of the Train radios from Stillwater if you have them or know who does please give **Hudson Leighton** a call.

MUSEUM PORTABLE DISPLAY

If you are interested in bringing the MTM display to local model railroad shows or flea markets or would just like to volunteer to help staff it please contact **Aaron Isaacs**. The display is an important tool in recruiting new members and promoting our museum. Please consider volunteering in this area if you haven't done so already.

MTM LIBRARY

The MTM library is getting started! Plans are to have the library open on Wednesday evenings at the Jackson Street Roundhouse in the near future. If you have material you have been saving for the museum or have material you want to donate please contact **Hudson Leighton**.

MINNEGAZETTE MAILINGS

Remember that unless you request and pay for first class mailing with your membership renewal, the Minnegazette is mailed third class. If you have moved recently please notify the membership secretary as soon as possible so that the Minnegazette and all other mailings can be sent to your new address. The post office does not forward third class mail, they throw it in the trash so if you have moved recently and haven't received your mailings, you probably didn't send us your new address. Send address corrections to:

William Cordes — Membership Secretary
PO Box 1796 — Pioneer Station
St Paul, MN 55101—0796

COLOR PHOTO CONTEST

I would like to announce an interesting first for the Minnegazette. For the first time (to the best of my knowledge), the Minnegazette will be holding a **color slide contest**! The winning slide will be printed on the cover of the 1989 summer issue of the Minnegazette.

The following rules will apply:

- 1) To participate you must be an associate, active, or family member as of 1989.
 - 2) All entries must be of a color slide transparency format, **no prints** please.
 - 3) The subject of the slides shall be limited to MTM related activities or equipment. It could be of MTM locomotives or streetcars in revenue service for their former railroads before retirement. Please include a caption or description.
 - 4) Deadline for submission is Wednesday, May 31, 1989.
- Please send all entries to:

Jeffrey Braun
7239 16th Avenue South
Richfield, MN 55423

If you wish to have your slides returned, please include a self addressed stamped envelope otherwise all slides will become the property of the Minnegazette archives.

THANKS:

We would like to extend a hearty thanks to member **Paul Joyce** for the donation of several railroad books and over 200 railroad photos.

Also to **Gayle Bromander** for the donation of a number of books.

Got A Question?

Just Dial

228 - 0263 FOR PUBLIC INFORMATION
228 - 9412 FOR MEMBERS INFORMATION

Ever wonder what's happening at Stillwater, Jackson Street Roundhouse, Lake Harriet this weekend? Are Stillwater trains running on schedule, and which pieces of track are crews working? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your Minnegazette that might (or might not) give you the answer?

MTM had you in mind when we installed telephone lines with a regularly up-dated information message. Nick Modders revises the messages regularly to help members stay up to the minute on what's happening, where and when. Now, through the magic of electronics, no MTM member need stay home and housebound on weekends. Just dial the number and find out where it's at!



Editorial

On Volunteering

A disturbing trend has began to escalate over the past few years. It seems that as the need for more volunteers increases, the supply of volunteers decreases. During the insurance crisis and the construction of the Stillwater & St Paul Railroad this problem was not quite as apparent but now, as we begin our third year of regular operation in Stillwater, and the possibility for mainline excursions once again presents itself, the shortage of volunteers is a reality we can no longer ignore. It is reassuring to find out that there have been, on the average, 50 or more people attending the recent General Code of Operating Rules classes but there lies another disturbing trend.

While there may be 50 people attending training classes to learn to operate the equipment, there is nowhere near that number of volunteers working on restoration and maintenance. Continually, a larger group of people depend on the efforts of a dwindling dedicated crew to keep things maintained. It's fun and rewarding to be on the operating crew and the volunteers for this service are important to the livelihood of the museum. But on the other hand these volunteers cannot expect someone to always do their dirty work for them. Sure, I know it's a lot of responsibility and hard work to get the trains safely through a day's operation but when compared with the hours of

restoration and maintenance required to make that daily operation possible it's nearly trivial.

What many people seem to forget is that we are not like the class one railroads, we don't have expansive backshops and crews. When something breaks we get out the tools and fix it ourself. Today you may be a fireman, next saturday you may be rolling tubes in the firebox, there are no craft divisions. Recently though such has not been the case. Increasingly, the people who run the trains are not the people who fix them. The Board-of-Directors seem to have found a solution though, contract out all the heavy work so all that's left for the volunteers to contend with is the painting and grooming. Sounds great but that's the easy way out. Rationalizing it by saying that the museum has become too large for volunteer members to do the work just doesn't cut it. If the museum has indeed grown that large, then maybe someone isn't doing their job in recruiting new members to help join the cause.


No, I think a far better solution than running to a contractor every time there are heavy repairs needed is to begin to require the people who operate to also put in some time on restoration. Our railroad museum is a non profit corporation, that means we don't have vast amounts of capital like stocks and bonds to fall back on if we incur a loss. We have to be frugal with the capital we do have and use our resources wisely. If all the budget and manpower will allow is

two coaches and a diesel to operate at Stillwater, then let's stay within our means and do our very best with what we have. Let's use that money we would have spent on a contractor so we can have two diesels, and seven coaches, and put it into one reliable diesel and two flawless coaches. It's nice to dream about these big trains at Stillwater and someday it will come to pass but right now we should operate within our means instead of out of it.

If we can impress upon the public that we have our act together and they can see what we can do on our own, it doesn't matter if we have twenty cars or two cars, we're bound to gain new members who want to participate. When people can see the results of their work on the equipment and have the opportunity to operate it they will be less likely to get burned out. You may say, "well, I don't have time to run at Stillwater and work at the shop too". Or maybe, "I'm not very mechanical inclined", "I have a bad back", the excuses are endless. Well I don't buy any of them. If you have a bad back there's still light work to be done. If you're not mechanical, maybe you can learn like so many other people did in the past, they weren't born with all their knowledge, they gained it through experience but you can't get any experience if you don't come out and work.

You don't have time. Well, maybe you should think about your commitment to the museum then. If you're committed enough to run the museum trains then you should be committed

enough to help preserve them also. If every one of those 50 people at the rules class devoted at least one Saturday a month to restoration the burden would be spread out over more volunteers and people could actually take a weekend or two off from work at the shop without worrying that nothing will get accomplished. Is this asking too much, I don't think so. There are interesting sidelights that begin to appear after you have spent time in both restoration and operation. You become more familiar with the equipment, its operation, and its idiosyncrasies. You develop a respect for the equipment because you know if you abuse it, you'll be fixing it. I've heard people say that they've put their ten or twenty years working in the museum and they don't have to put their head in the firebox anymore. **Wrong.** Apparently they have forgotten all the work that goes into keeping this museum alive. It's through the efforts of all the volunteers working together spreading out the work, instead of depending on a dedicated few to keep things rolling while everyone else takes in all the glory, that made this museum what it is.

If you're a long standing, hard working member, thanks but that just means you know what needs to be done. If you're just starting, welcome, and start thinking about what I've said. Don't get caught in the trap of taking advantage of the small shop crew and advocating that contractors do all the work. Make a commitment to the museum and come and help out instead of trying to get something for nothing and taking the easy way out. 

1989 Election of Officers Results

All officers were re-elected to their positions:

President
Executive Vice President
Secretary
Treasurer
Vice President Railroad
Vice President Traction
Vice President Stillwater

Aaron Isaacs
Ward Gilkerson
Jim Woodward
Wendell Gilkerson
Ken Snyder
Curt Allen
DuWane Shogren

President's Message

1989 is going to be a big year for MTM. Como-Harriet will do its usual fine job of teaching the public that LRT is really nothing new. Hopefully the Minneapolis Park Board will give its blessing to the proposed depot at 42nd Street. If so, it will be built this year. And who knows, the never quite available Cleveland PCC's may finally shake loose. Car No 78 will continue to return from the dead.

This will be the year that the Stillwater & St. Paul matures as an operation. In fact, my number one priority has been to help get it organized. To that end member surveys were sent out in the last issue of the Minnegazette. Many of you responded and are attending rules classes, restoring equipment, or organizing other necessary functions. For those of you who haven't gotten acquainted with the S&StP, the Board recently gave members free ride privileges on a stand by basis. So come out and take a ride and I bet the bug will bite you.

Of course Stillwater can't run without equipment, and the Railroad Division's top priority is to fix it. As the Board put together the 1989 budget, it became clear that volunteer labor would not be enough. So we're taking out a loan to cover us until the summer's revenues catch up, and much of the work will be farmed out. Nonetheless, if you can scrape, pound or fix, they need you at Jackson Street badly.

Thanks to a lot of hard work last fall and early winter, it will be possible to restore equipment at Jackson Street. All four tracks are now complete into and through the new building, as well as the "main line." Work on diesels 101 and 105 is underway in the building, along with Rock Island coach 2608. Later this year we hope to move doodlebug 9735, NP 4-6-2 2156 and the private car MN&S Gopher to Jackson Street from the Minnesota Commercial. Other equipment will be brought down from the arsenal.

Naturally work will continue on the buildings and grounds of Jackson Street itself. The goal by the end of 1989 is to clean up the place as much as possible. The public won't want to come around if they perceive it to be a "junkyard." The other goal is a small train ride on the grounds and down the lead toward the BN. Dubbed the "kiddie train" until a better name comes along, it would consist of NW-2 No 102 and two passenger cars. The idea is to attract school groups and begin to let the public know that Jackson Street exists.

Of course the museum isn't all heavy equipment. There are four activities of a more armchair nature:


1. A large amount of steel glass front shelving has been purchased for the MTM Library. Now all we need is one or more librarians to organize it. Then it will be safe to gather all the printed materials that have sat in members' homes all these years. Let me know if you're interested.

2. MTM has been approached by Catenary Productions to make a Twin City Lines video. Catenary is the corporate disguise of Don Olson, formerly of the Twin Cities. He now resides in the Bay Area and has put out beautiful videos on the Sacramento Northern and the North Shore Line. Mike Buck has pulled together old movie footage and Bill Graham will coordinate from our end. Olson will do all the film transfer, editing and dubbing.

3. MTM is starting work on its second book, the first being *Electric*

Railways of Minnesota. It will be primarily a photo album of Minnesota railroads from the 1860's to the 1930's. The idea is to show the railroads as they were before the automobile and airplane reduced them to specialized bulk freight carriers. The book will be soft cover with a horizontal format. Bill Graham and I will put it together. Art Pew is fronting the cost, and the profits will go to Jackson Street. What we could use from members are photos. They should be clear, and should show the train in its geographical context. No roster shots please. Call if you can loan us a shot or two.

4. Last, but perhaps most important, is the Member Skills & Interest Inventory. If it hasn't happened already, you will be called on the phone and asked some questions. The goal is to expand the membership directory to include what members like to do, and what special skills, equipment or contacts they have.

When it's complete we'll know who to call for help. When the surveyor calls, please take the time to answer. Thanks in advance. 

IN MEMORY OF *Eugene Hickey:*

During February, longtime member **Eugene Hickey** passed away. We would like to extend our greatest sympathy to his family and friends. Gene was an active member at the Como-Harriet Streetcar line and recently served as that division's Vice President during the 1986 term. He also often volunteered in the Railroad Division and will be greatly missed by all members of the MTM.

Stillwater Report

Preparations are under way for next year. Unlike last year when a small group of dedicated members held things together, we're trying to spread the work around and generally be more organized. The schedule of operations will be May 27 through October 15. Saturday trips will leave Stillwater at 10:30, 12:20, 2:20 and 4:20. Sunday and holiday trips will leave at 12:20, 2:20 and 4:20. Additional service will operate for Lumberjack Days. There will be charters on regularly scheduled trips as well as extra movements.

The Board is dedicated to avoiding a repeat of last year when over 1000 passengers had to be turned away because there weren't enough seats. At the January meeting, the Board voted to get a loan or line of credit from a bank in order to field enough

Board of Directors

September 1988

The Board of directors took the following actions at its **September 20, 1988** meeting:

- Voted not to accept donation of tramway equipment.
- Voted to accept donation of Soo Line box car No 43960.
- Voted to sell easement to owner on house built on MTM property in Stillwater.
- Voted to sell Land to owner of house built on MTM property in Stillwater.
- Voted to install new locks at the Minnehaha Depot.
- Voted to purchase shelving for MTM Library.
- Voted to have Railroad repay monies owed to other divisions as funds are available.
- Voted to amend the articles of incorporation to allow the Board of directors to set the date of the annual meeting.

October 1988

The Board of directors took the following actions at its **October 18, 1988** meeting:

- Voted that all members may ride free at Stillwater on a space available basis.
- Voted the President and Treasurer to be signers of transactions with the Cosmopolitan State Bank.
- Voted to sign an agreement with Stillwater Township.

November 1988

The Board of directors took the following actions at its **November 15, 1988** meeting:

- Voted to have four cars and two locomotives at Stillwater for the 1989 season.

December 1988

The Board of directors took the following actions at its **December 20, 1988** meeting:

- Voted that all transportation of railroad equipment will be handled by Gene Corby & Hudson Leighton.
- Voted to carry out a member's interest and skills survey.
- Voted to ratify the By-Laws dated October 26, 1988.
- Voted to send all members a copy of the October 26, 1988 By-Laws.
- Voted to elect **Art Pew, Byron Olsen, Bob Ball, and Ross Hammond** as Directors at large for 1989.
- Voted that all train crews must be certified using the BN Rules examination.
- Voted to have the Executive Vice President make a report to the Board on proposals for a safety committee.
- Voted to send a delegation of two members to "Railway Preservation in the 80's" at the California Railroad Museum.

equipment. Equipment will include LST&T diesels No 101 and 105, steam engine No 328 for at least one month, Rock Island coaches No 2604 and 2608, GN lightweight coach No 1213, and tentatively NP triple combine No 1102, business car A-11, and either coach 1096 or 1097. Work crews are under way at Jackson Street, and what they can't do will be farmed out. So please come out to Jackson Street and lend a hand this winter.

Last year Stillwater was held together by a small but very hard working group of volunteers, many of whom worked every weekend. Our main goal this winter has been to build up the crew roster. Blue member surveys were sent out in the last Minnegazette. If you haven't sent yours in, it's not too late. More Volunteers will make it possible to cut the Saturday shifts in half.

Executive VP **Ward Gilkerson** is teaching BN's curriculum of the General Code of Operating Rules this winter to anyone who wants to become a student engineer, fireman, conductor or brakeman this summer. If you missed the classes, they're on videotape and can be checked out. If you can pass the test without studying, that's fine too. So far about 50 people are attending.

VP **DuWane Shogren** and Superintendent **Tom Dethmers** are appointing Trainmasters who will be responsible for all parts of the operation on any given weekend. Appointed so far are **Ross Hammond**, **Steve Sandberg**. Other key positions are **Ward Gilkerson** and **Mortgen Jorgensen** as Track Foremen, **John Dillery** as Publicity Coordinator, and **Tom Kolar** as Real Estate Manager. Currently vacant are the positions of Charter Manager and Safety Coordinator. Anyone who's interested should call **DuWane**.

Plant improvements for 1989 include:

1) Completing the Duluth Junction extension and runaround track. Which will permit the engine to lead in both directions.

2) Replace ties, spread ballast and align and level track south of Hazel Street and between Neal Avenue and Summit.

3) Push up a berm and plant trees at Summit, as part of the agreement with Stillwater Township.

4) Cutting brush, especially where it reduces vision near grade crossings.

On January 12, an agreement was signed between MTM and **Stillwater Township** (not the City of Stillwater). The S&StP passes through the township while in Brown's Creek ravine as well as between Neal Avenue and Manning Avenue. The agreement resulted from residence complaints about train operation and track maintenance, mostly near Summit. It includes the following restrictions:

1. No whistling except for grade crossings and in emergencies.

2. No equipment repair, parking, or boarding and alighting of passengers at Summit.

3. Trackwork by contractors weekdays 8AM-5PM only, except in emergencies. Trackwork by volunteers in residential area is restricted to Saturdays only from 9AM-6PM.

4. All materials and debris must be removed from Summit. In spring 1989 the area will be seeded, a berm will be pushed up on the south side, a wooden fence will be built next to Pavlick's and trees will be planted.

5. Regularly scheduled operations will not run Saturdays before 10:30AM, before noon and after 7:00PM on Sundays. Exceptions are Lumberjack Days, charters, special movements and the Zephyr.

While this may seem restrictive, the Board feels that it is a reasonable compromise that protects the museum from legal action with potentially worse results.

Bob Thompson, owner of Thompson Hardware in Stillwater, and **Lowell Saterbak**, who coordinates rail shipments for Anderson

Windowall, have both been named Directors at Large. They will provide valuable contacts within the Stillwater community.

Finally, it is possible that the Bayport Milwaukee Road depot could be in use this summer. It presently sits on blocks near the Zephyr's depot on the north end of town. It is owned by the Stillwater Downtown Council. They have an agreement with MTM for joint staffing, and would have to approve the move to our loading site near Hooley's. Of course Hooley's would have to agree to let us use the land. They lease it from BN.

Railroad Report

Since November not a great deal of activity has taken place at Jackson Street Roundhouse. Regardless, there were still some major accomplishments. The first four yard tracks were finished and now extend from the roundhouse lead to the actual roundhouse building itself. Most of the ballast was tamped before everything froze solid and the floor of the new building was covered with ballast and tamped and groomed to allow vehicles to be driven around the service tracks.

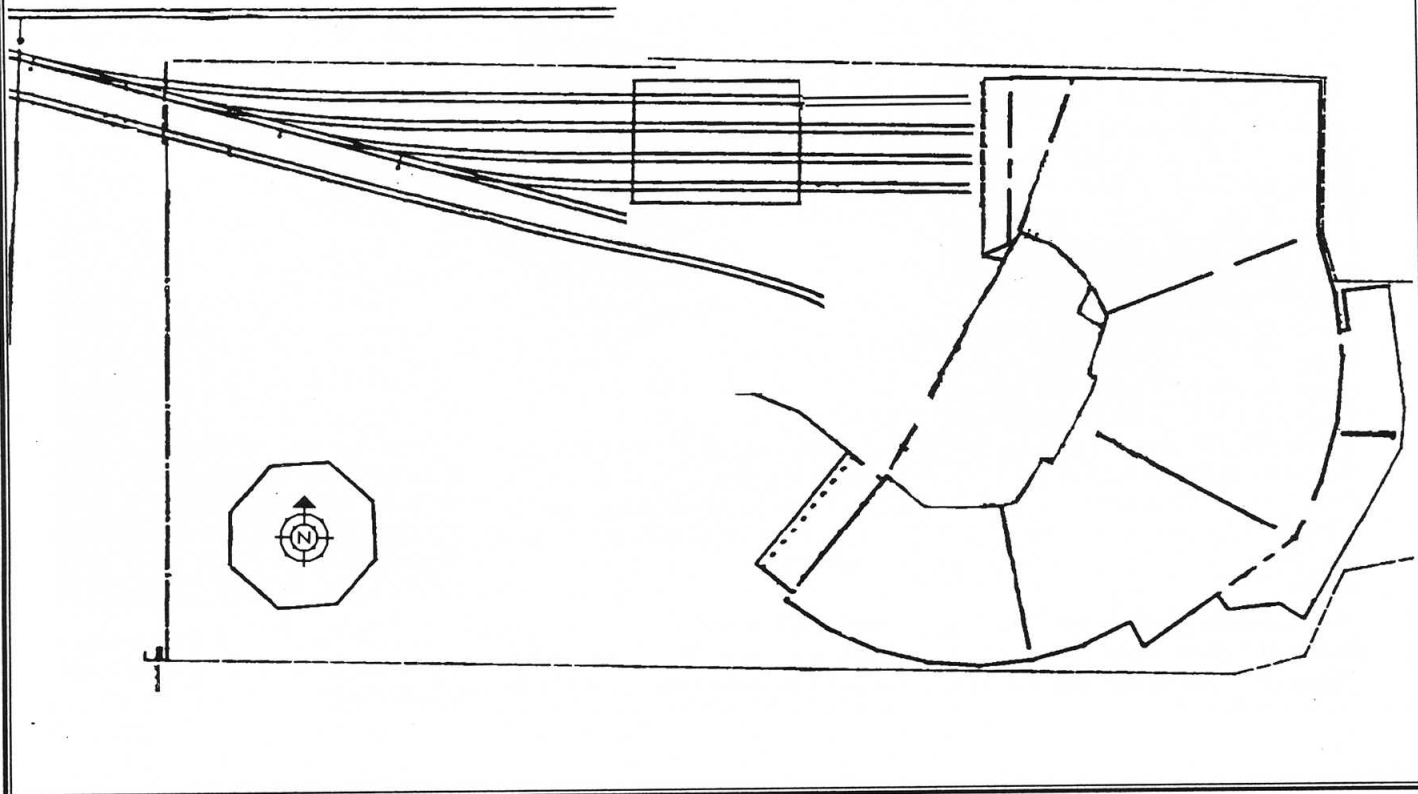
Turning to motive power and rolling stock, diesel locomotives No's 101 and 105 are beginning to have their cab interiors renovated along with other mechanical repairs and maintenance work needing to be done. Seats and windows continue to take shape for Rock Island coach No 2608 while triple combine No 1102 begins to receive some much needed attention. The NP combine is beginning to show signs of wear from its ten years of service since restoration, paint is peeling and fading, the baggage doors are rotting out from the bottom up, and the interior is beginning to look the worst for wear. It is also receiving its regularly scheduled mechanical maintenance.

Looking toward the summer, we are tentatively planning to open the backyard to the public on Sunday afternoons. Preliminary plans call for a

few pieces of rolling stock, more than likely NP No's 1102 and 1631, and GN No A-11, to be open for the visitors to tour and rides will be offered on the *Capital City Limited*, a two car train which will operate back and forth on the roundhouse lead, about a mile and a half to two miles round trip. Motive power for this train will come from NW-2 diesel No 102 and possible special appearances of NP 328. A small ex-NP depot from Rutledge, MN has been acquired and will be used in the backyard as a visitor's center.

As you can see, we have a bit of a task ahead of us this year with supplying Stillwater with trains and trying to make the roundhouse area presentable in order to open it to the public so if any of this sounds interesting to you by all means come on out to Jackson Street Roundhouse on a Wednesday night or Saturday and volunteer some time. It's not going to be 90 below zero forever and there is heat in the office. ❄️

Tickets reading via M. P., G. N. or Soo Line between Minneapolis-St. Paul and Duluth-Superior will be honored on any one of the trains of the three lines.										Round Trip Fares between St. Paul - Minneapolis and Duluth - Superior { \$10.45 \$7.50 First Class Coach on Sale Daily (Does not include 10% U. S. Federal Tax)			
Duluth-Superior Short Line. Automatic Block Signal Protected													
MINNEAPOLIS-ST. PAUL AND SUPERIOR-DULUTH													
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Steam, Steam EVERYWHERE !

The last issue of the Minnegazette detailed the rebuilding of Great Northern 4-6-2 No 1355 by the Siouxland Historical Railroad Association in Sioux City. There are at least three other nearby engines in mid-restoration.

The Lake Superior Museum of Transportation is working on Duluth & Northern Minnesota 2-8-2 No 14. Built by Baldwin in 1913, the two mikes, no's 13 and 14, were the largest engines built for any Minnesota logging railroad. The D&NM ran from the Lake Superior port of Knife River northeast to point inland from Grand Marais. The locomotive was sold to the Lake Superior & Ishpeming in 1919. It now will run on the recently acquired DM&IR Duluth - Two Harbors line. Deeply involved in the restoration are MTM members **Zeke Fields** and **Lee Rushenberg**.

Mid-Continent Railway Museum has two engines under restoration. Union Pacific 2-8-0 No 440 was

built as a compound by Baldwin in 1901. It was one of a group of archaic engines that survived well into the 1950's in the shadow of Challengers and Big Boys. Rescued from the Nebraska State Fairgrounds in Lincoln, the engine suffered much rust damage. There has been a large fund-raising effort to pay for over 800 new staybolt sleeves and caps.

Kewaunee, Green Bay & Western 2-8-0 No 49 was delivered by ALCO in 1929. It hauled Green Bay Route time freights from the Lake Michigan ferry connection to Winona. In 1950 it was sold to Consolidated Water Power & Paper Co. of Wisconsin Rapids. In 1957 it was retired and put on display in Wisconsin Rapids. The engine is now at North Freedom, where cosmetic restoration has been completed. Steam-up is scheduled for 1991.

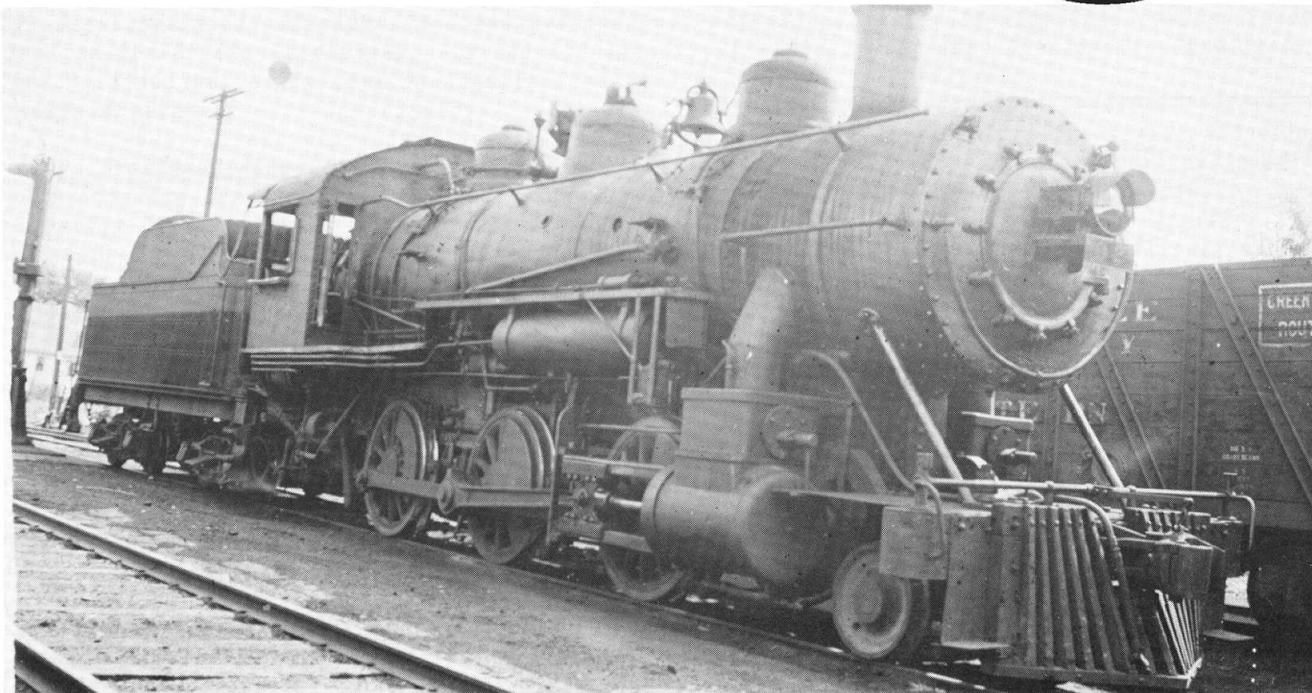
Mid-Continent has recently acquired two other engines for possible future operation. Soo Line 4-6-0 No 2645 was built for Wisconsin Central by Brooks in 1900. It was the Soo's last ten-wheeler in service, lasting until 1955. It has been on display in Waukesha, WI.

Goodman Lumber Co. Shay No 9 has been acquired from Historyland in Hayward, WI. Built by Lima in 1909, the engine spent its life in the north woods, remaining active until 1956.

Any members with updates on steam restorations please pass them on to the Editor for future Minnegazettes. 🚂

NOTICE:

The November Annual Meeting will be on Tuesday November 28, 1989, not Wednesday Nov 29 as earlier announced. Please make a note of it.



Here we see depression era GB&W class RI-A mogul No 92 resting outside the Green Bay roundhouse in September of 1936. If anyone has any steam era GB&W photos they'd like to share for future Minnegazettes please let us know. (J.F.Boose Photo, Paul Joyce Collection)



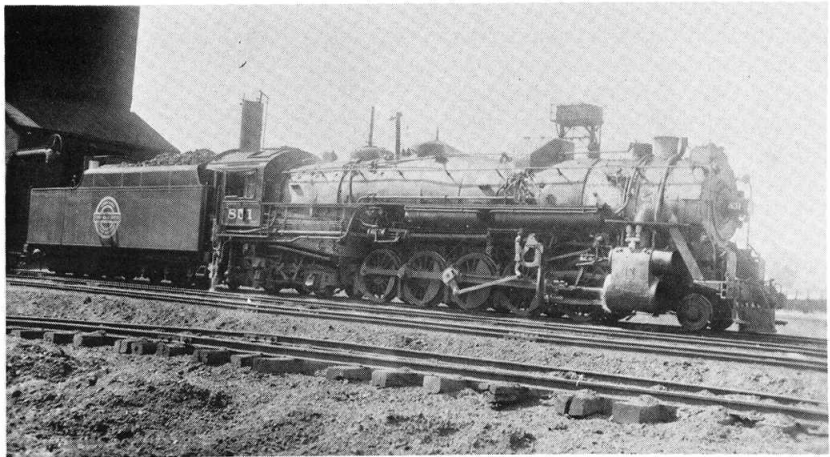
Underdog of the Grangers

The Chicago Great Western

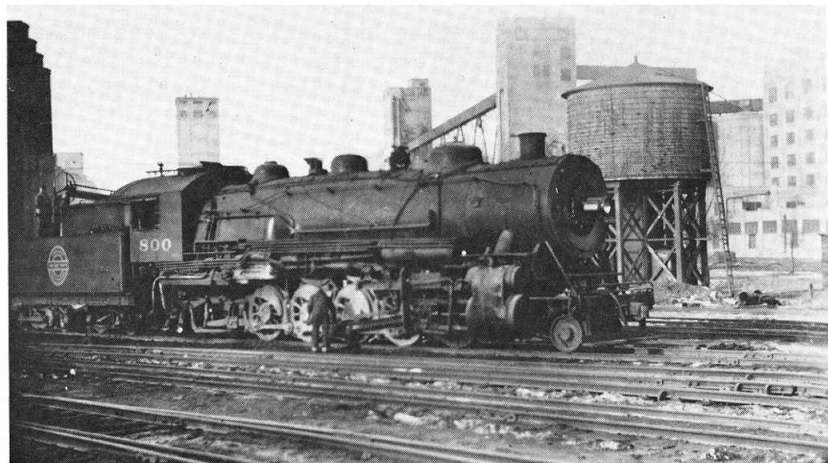
—Jeffrey Braun

When people think of the granger roads the first ones to come to mind are almost always the Chicago Burlington & Quincy, Rock Island, Milwaukee Road, Chicago & Northwestern, and the Illinois Central, but how often does one remember the likes of the Chicago Great Western? Although living in the shadows of the larger roads the CGW was still a worthy opponent in the fight to gain the Midwestern farmers lucrative grain business.

The CGW arrived on the scene at a fairly late date as compared to the Milwaukee Road and the C&NW. Unlike other roads which had started in Chicago and worked their way west toward Kansas City and St. Louis, the CGW began its southwestern journey from St. Paul in 1885 under the guise of the Chicago, St. Paul & Kansas City Railway. By 1888 the CStP&KC had reached Chicago from St. Paul but still fell short of Kansas City. Through leasing railroads such as the Wisconsin, Iowa, & Nebraska, and the Leavenworth & St. Joseph Railway, CStP&KC gained access to Kansas City and only needed to add 26 miles of track to connect those roads with



Texas type No 851 softly steams near the coal chute. The big Lima was one of the largest locomotives on the CGW. (Paul Joyce Collection)




The Engineer oils around Santa Fe type No 800 while the Fireman gives her a big drink. Tender booster and the front pilot gave a hint that this 2-10-2 is assigned to switching service. (Paul Joyce Collection)

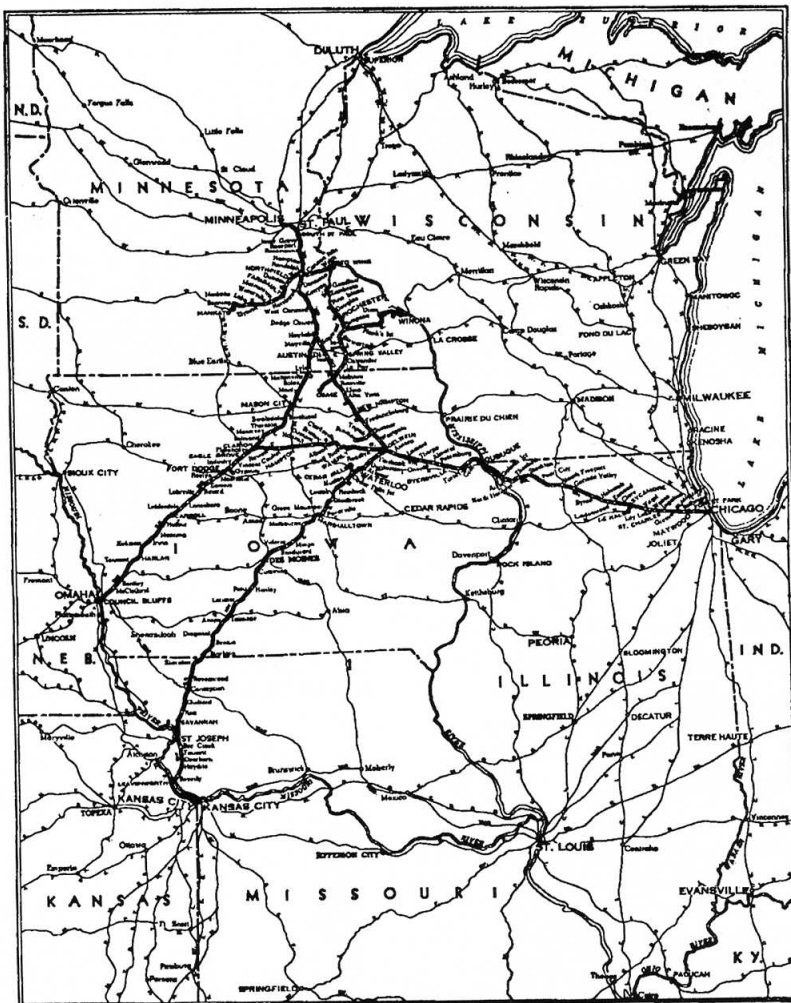
its own line to Chicago at Oelwein, Iowa. The CStP&KC was reorganized in 1892 to form the Chicago Great Western Railway.

In order to lure traffic away from the larger grangers the CGW set out to offer lower rates and faster schedules. The CGW was one of the early roads to implement timecard freights. To keep the schedules, the road employed a number of locomotive types including 2-6-6-2 compound

mallets and even 2-10-4 Texas types in latter years to keep the trains on time and was an early user of automatic block signals. While the CGW is most often remembered for its long freight drags and large motive power (lash ups of 8 to 10 F-units were common in the diesel era), the CGW also offered very elegant passenger service, with name trains such as the *Mill Cities Limited*, and *Tri-State Limited*, Twin Cities – Kansas City, and the famous *Blue Bird* and *Red*

Bird trains. The elegance of the steam era was not lost upon the eve of dieselization either. Although the CGW may have turned to diesel power for their trains they were much like the Soo Line in that instead of investing large amounts of capital to re-equip their varnish with new modern streamline equipment, they opted to keep the equipment they had and rebuild it when it was due for a shopping. While not as impressive as a steam passenger train, the sight of a pinstriped EMD F-unit and its train of maroon and crimson heavyweight cars still held a bit of that underdog granger road character.

While the CGW is gone, merged into the C&NW in 1968, its memory still lingers. As important as the CGW was to the rail history of the Midwest, most historians tend to neglect the lonely CGW. There are precious few books written on the road and one rarely finds photos published, especially of the steam era action. I am very pleased to share these steam era CGW photos from the **Paul Joyce Collection**. So sit back and enjoy a small bit of the CGW steam era in Minnesota. 



CGW 2-6-2 Prairie type No 275 rests at a station stop. Note the lettering style on the tank. Instead of the Corn Belt Route herald, it just says, Chicago Great Western. (Paul Joyce Collection)

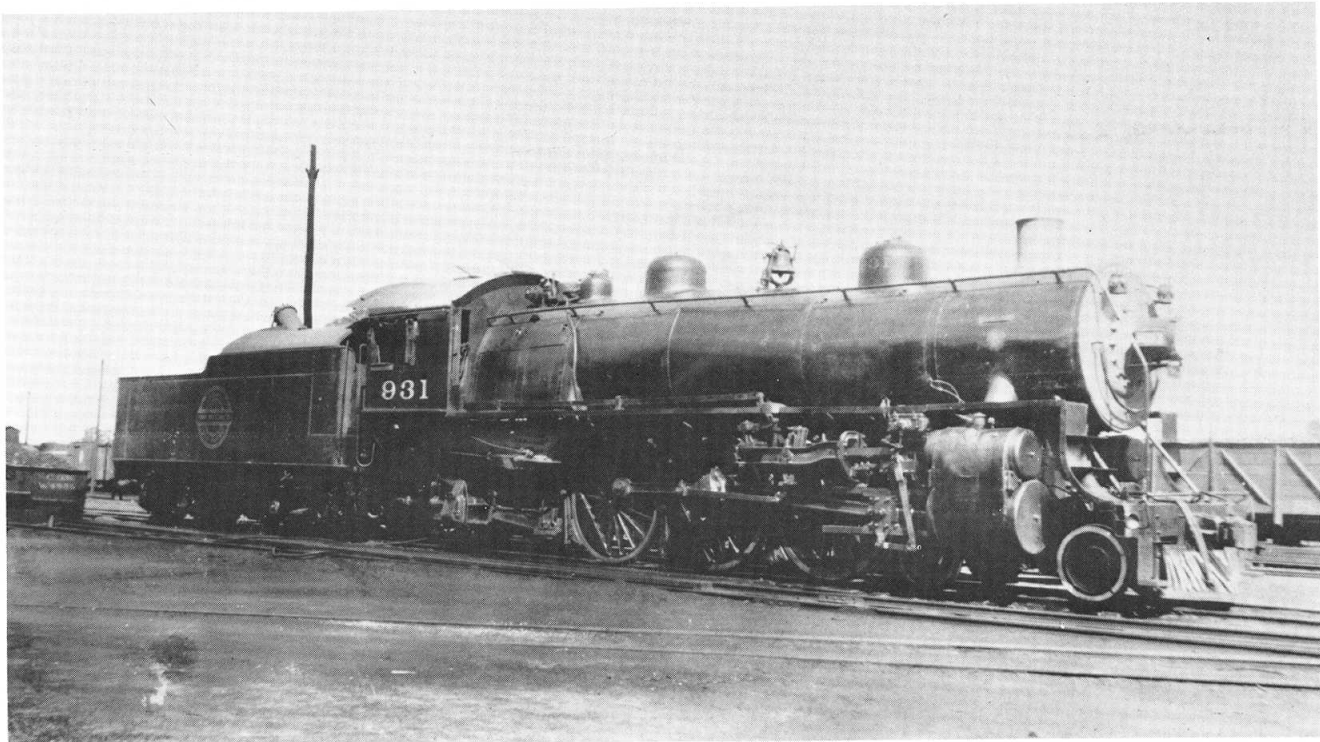


CGW Pacific No 930 heads up a depression era passenger train at an unknown station stop. Great Western passenger power must have been pretty sharp with their glossy black boilers and white tires and lettering. Passenger cars appear to have been painted pullman green at this time.



It's a sunny afternoon September 28, 1936 and Ten Wheeler No 507 heads around the wye into Minneapolis' Great Northern Union Station with the five cars of CGW train No 22 in her charge.
(Both photos Paul Joyce Collection)

Chicago Great



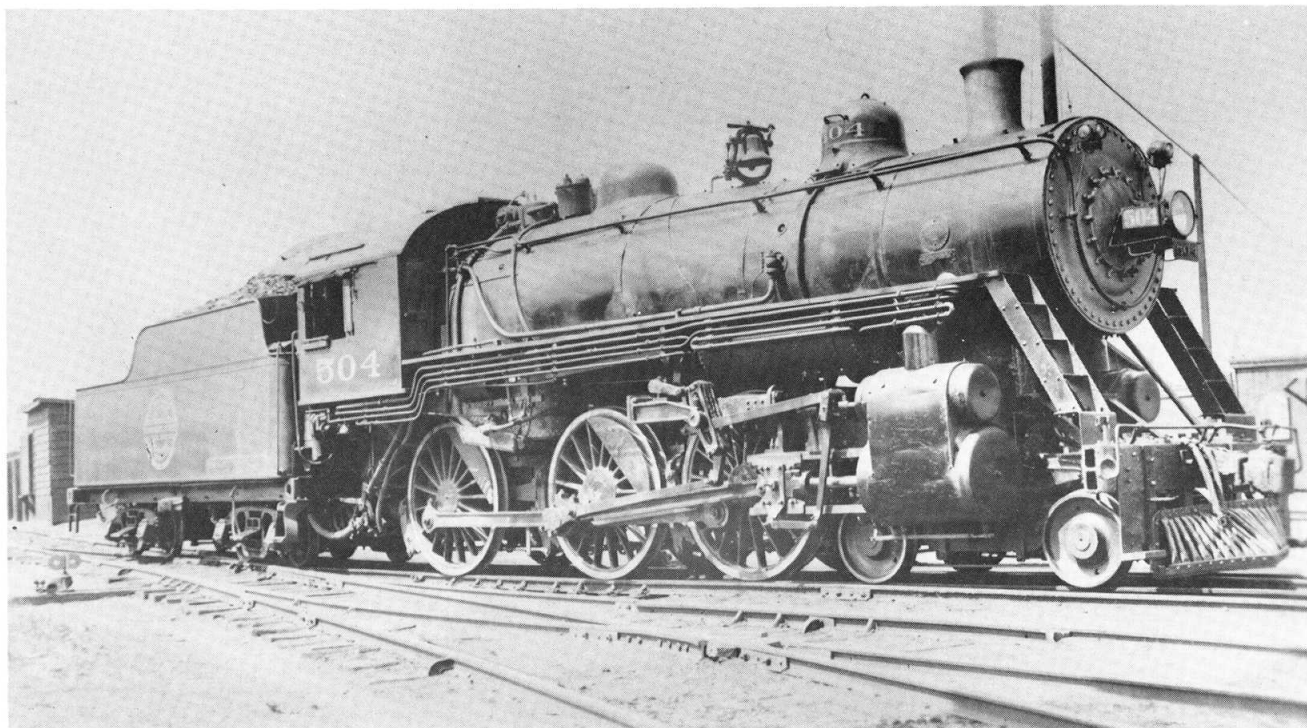
Pacific No 931 resides near the ashpit of an unknown roundhouse. Note some of the Fireman's convinces such as a coal pusher, also close inspection reveals that the boiler lagging also covers the smokebox. (Paul Joyce Collection)



Consolidation No 608 next to the water plug having just finished taking a drink judging by the location of the Fireman walking along side the coal bunker. (Paul Joyce Collection)



Western Steam



Baldwin Ten Wheeler No 504 rests between shifts. Compared to most Ten Wheelers 504 is quite hefty. With those high drivers she appears well suited to passenger service and plenty of steam capacity to match. (Paul Joyce Collection)



CGW Consolidation No 605, another Baldwin graduate, is also pretty heavy compared to similar locomotives on other roads. The Corn Belt Route herald was used as the corporate trademark until the early 1950's when the road switched to the well known Lucky Strike herald. (Paul Joyce Collection)



CGW Baldwin 0-6-0 No 465 and crew hard at work kicking cars on a hot July afternoon in 1936. Before World War One, little switchers like the 465 were the backbone of the yard switcher fleets of most roads in the United States. (J.F.Boose Photo, Paul Joyce Collection)



This ungainly Baldwin Class J-4 0-8-0 No 18, was built in 1926. A member of the superpower steam era, it is toward the extreme of modern steam switchers. After World War One, most roads updated their switcher fleets with the more powerful 0-8-0 type. The 18 means business and is somewhat larger than the typical 0-8-0 of the era. Here she's switching in a St Paul yard sometime during 1936. (S.Henderson Photo, Paul Joyce Collection)

TCRT PENN AVE. S. TO 54TH STREET LINE

—Aaron Isaacs


There wasn't a great deal of single track in the Twin City Lines system. It usually existed only on the far ends of lines, and then only as exploratory construction into new neighborhoods. It was normal to add a second track a few years later. The half mile Penn Avenue South extension from 50th Street to 54th Street seems to have been an exception to the rule.

The single track occupies the centerline of the street, implying no additional construction. Opened in 1927, it reached into an area south of Minnehaha Creek that would not see real growth until after World War II.

The line was distinguished by its rollercoaster profile. Starting at 50th, it climbed a 2-3 percent grade to a summit just south of 51st. It then plunged down to the Minnehaha Creek bridge, reaching about 7 percent for a short distance. The climb away from the creek was in the 3-4 percent range.

The cars wyeed out at 54th Street in a small business district. The layout of the wye is something of a curiosity. One would expect safety to dictate the flattest possible layover. Penn Avenue and 54th west of Penn are almost level. Yet, the cars backed into 54th Street, east of Penn to lay over on a 5 percent grade.

Old TCRT hands recall at least one car that rolled over on the wye. The next car waited at 50th for some time and then ventured to the end of the line, finding nothing. The car and a very sheepish motorman were discovered about two blocks away, having navigated the dirt street without overturning.

After the conversion to buses, TCRT continued the rather unsafe practice of wyeing out, considering that buses have to back up blind. The 54th Street wye was moved to the much flatter intersection of 55th and Penn. 



Mendota

Bridging the Mississippi

—Aaron Isaacs

Today's transportation links are built with an armada of bulldozers, backhoes and motor graders. Indeed it is hard to remember that there was once a time when even state highway departments had to do their work with picks, shovels and horses. In those days the kings of the work site were steam shovels and construction railroads.

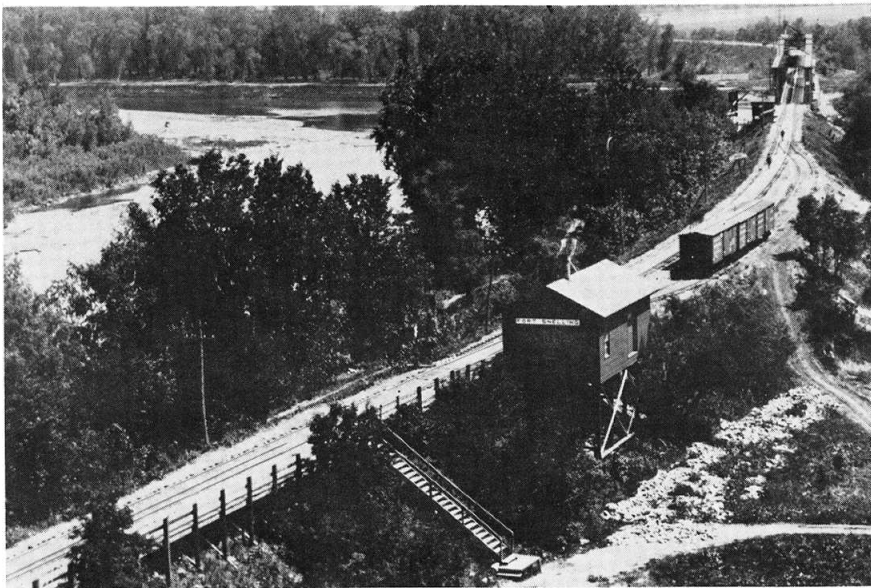
One of the first major state highway projects was the Mendota Bridge, spanning the Minnesota River just above its junction with the Mississippi. This high-level crossing, nearly a mile long, was built in 1925. Like its contemporaries, the Franklin Avenue, Ford Parkway and Robert Street bridges, it was constructed of a pretty new fangled material: Reinforced concrete.

The Mendota Bridge was built across a broad flood-plain, an area of little dry land and plenty of muck. To build the many piers the Minnesota Highway Department built the construction railroad shown in the pictures.

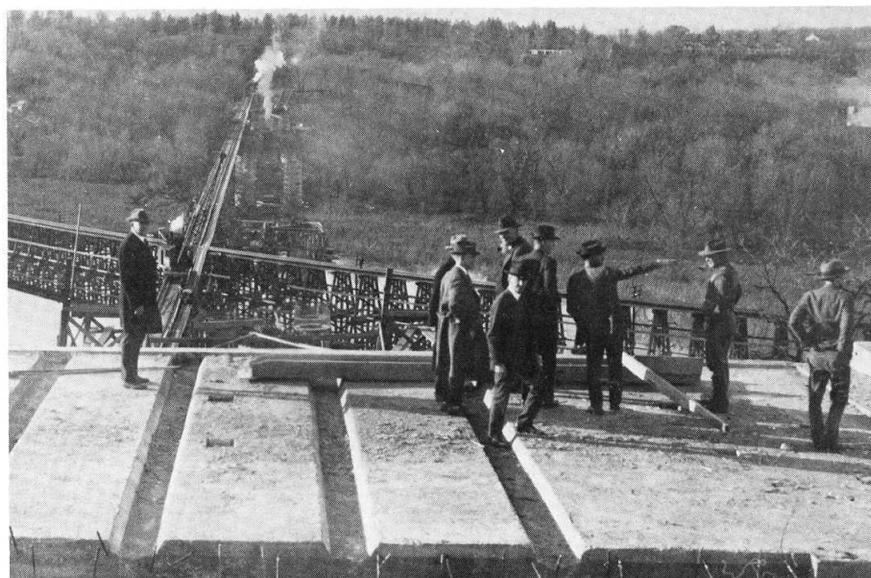
As the pictures show, two railroads were laid on the trestle. One was standard gauge connecting with the CNW on the east bank; it hosted at least two steam powered cranes.

Right next to it ran a narrow gauge track, perhaps two foot gauge. Short trains of tiny four-wheel dump cars were loaded along the CNW and were hauled out into the valley. The photos show workmen pushing single speeder flats, but it seems likely there was some sort of steam or gas-electric locomotive on the property.

Several passing tracks were built on the narrow gauge line, which crossed the Milwaukee cross-river



In this 1880 view of Mendota and the Minnesota River bottoms we can see the CM&StP mainline and the Fort Snelling depot. This right of way is now a hiking trail. (Minnesota Historical Society)



Highway Department officials survey the early progress on the bridge from atop a pier on the east end facing Ft Snelling. Both grade crossings of the MILW can be seen. (MHS Collection)

line, on trestles twice. One assumes that Milwaukee trains were superior and subject to a slow order, but did they have to stop at both crossings?

It seems the narrow gauge line was

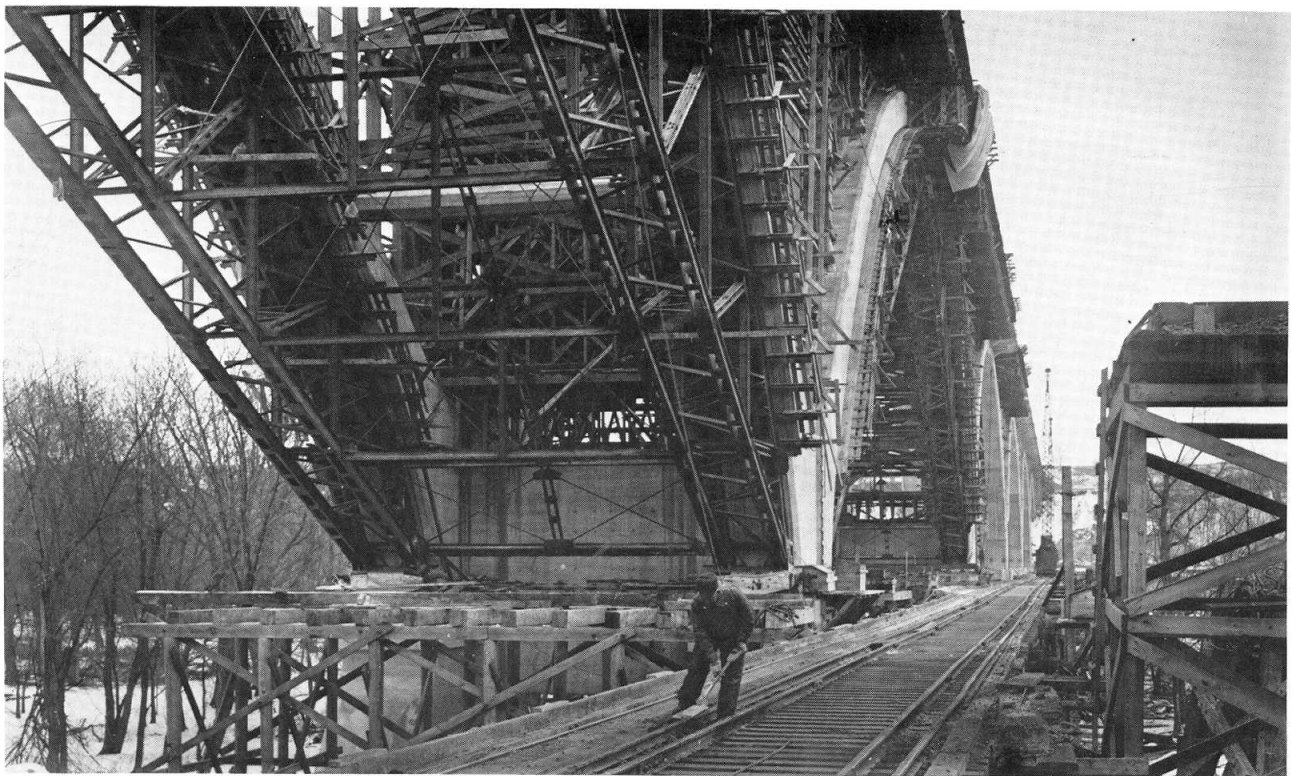
used to haul material, particularly concrete, to the work sites. Possibly concrete was mixed at the sites, possibly the railroad carried concrete to the sites from an onshore concrete plant.

Previous Page:

Top: Bryant-Johnson car No 1778 heads south on Penn Avenue.

Middle: TCRT No 1778 backs into the 54th Street wye. Judging by the LOOP sign, this car is headed for Downtown Minneapolis on its return trip northward.

Bottom: No 1778 sits on the 54th Street leg of the wye. (C.R.Scholes Photos)



A workman scrapes debris from a rail head. It is unclear from this photo whether or not this was gauntlet track or the inner rails were guard rails for safety in the unlikely event of a derailment. (Minnesota Historical Society Collection)



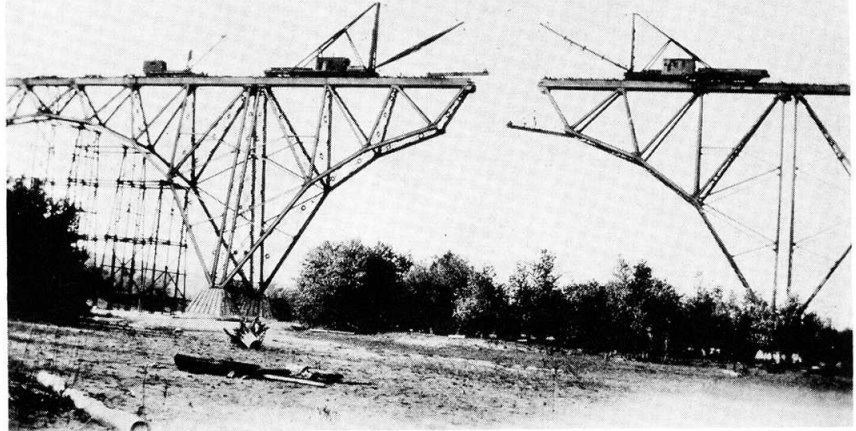
Narrow gauge dump cars load from the C&NW in the right foreground. Note the passing track. Two cranes work from the standard gauge rails whose connection to the C&NW can be seen diverging to the left. (Minnesota Historical Society Collection)

Crossing the St Croix River The Soo Line High Bridge

-Aaron Isaacs

In 1909 the Wisconsin Central came under the control of the Minneapolis, St. Paul & Sault Ste. Marie. The Soo Line decided to replace the crossing of the St. Croix River north of Stillwater. The original bridge, dating from 1884, was built by the Wisconsin Central predecessor Minnesota, St. Croix & Wisconsin, and was part of the line from Gladstone to Chippewa Falls via North St. Paul. Besides not being up to twentieth century axle loadings, it was a low level bridge requiring a steep and curving grade to reach it.

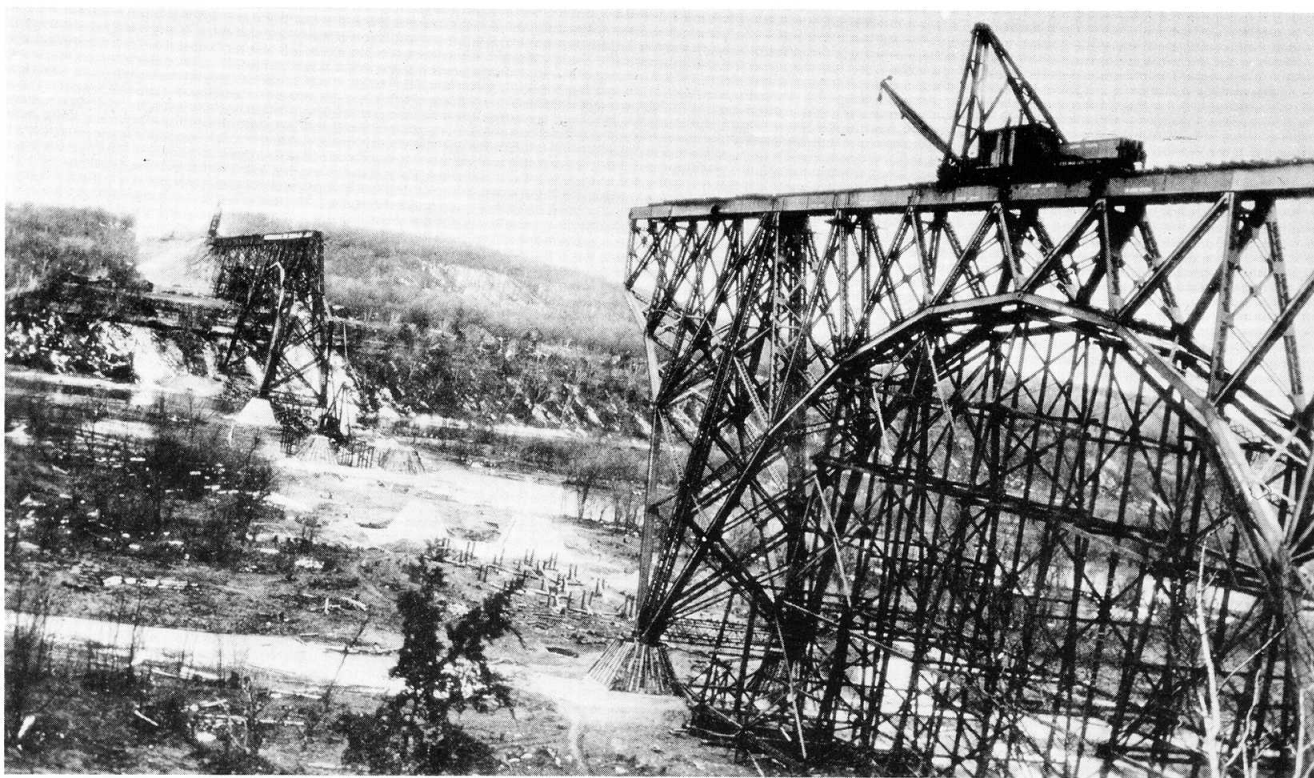
The Soo Line decided to do it right, meaning a bridge between the top of the two bluffs and a fast straight connection to the Soo main line at Withrow. This group of photos by Stillwater photographer John Runk shows the construction at various stages, and finally, the completed bridge along with its predecessor. The new line was opened in 1911.



Top: The Soo's spanning of the St Croix is nearly complete. The crews working from each side had to construct exactly 1341 feet or one half the total length of the bridge at the same rate in order to meet precisely in the center.

Bottom: June 1, 1910 view of the St Croix River valley and the temporary wooden bridge used in constructing the new High Bridge. The view is from the Minnesota side of the river. (John Runk Photos)

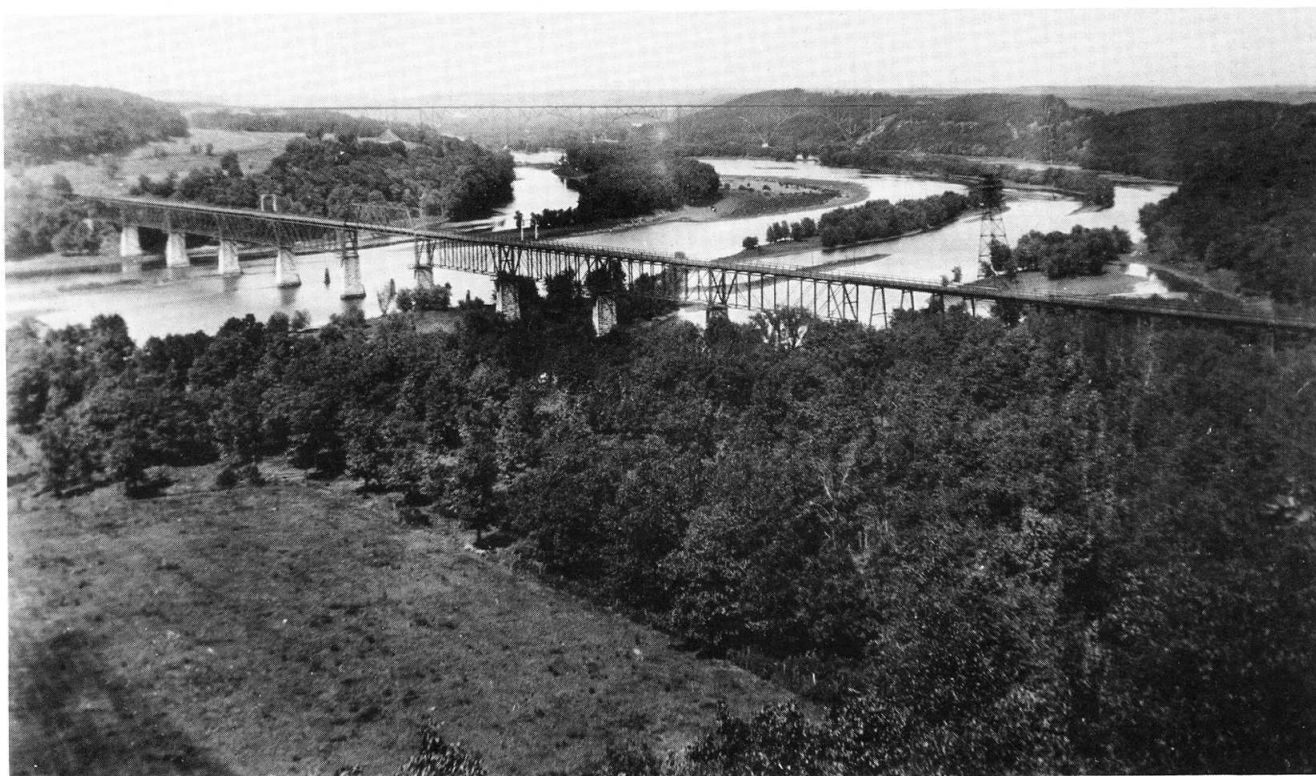




Five miles north of Stillwater, the Soo Line crosses the St Croix River. The bridge appears to be about half done and we can see Minnesota to the left and Wisconsin to the right. The trusswork under the arches will later be removed after the bridge is complete having served its purpose of supporting the arches during construction. (John Runk Photo)



The graceful steel arch bridge over the St Croix was completed June 1, 1911. The symmetry of each arch span is evident in this view taken after the bridge was finished. Under each concrete base, piling was driven deep into the rocky river bed to support the structure. (John Runk Photo)



The St Croix Valley in 1914, three years after completion of the new High Bridge. The old Wisconsin Central bridge is in the foreground while the new Soo Line bridge can be seen in the background. While the old WC bridge must have been impressive in its own right, it doesn't hold a candle to the new Soo bridge in engineering or grace. (Harry Jackson Photo, John Runk Collection)



A pair of Soo Geeps brings their passenger train into Minnesota sometime during the mid 1950's. The High Bridge was a favorite spot of photographers and railfan excursionists. (Blair Dollery Photo)

Rails to Trails Conservancy Traveling a Railroad by Bike

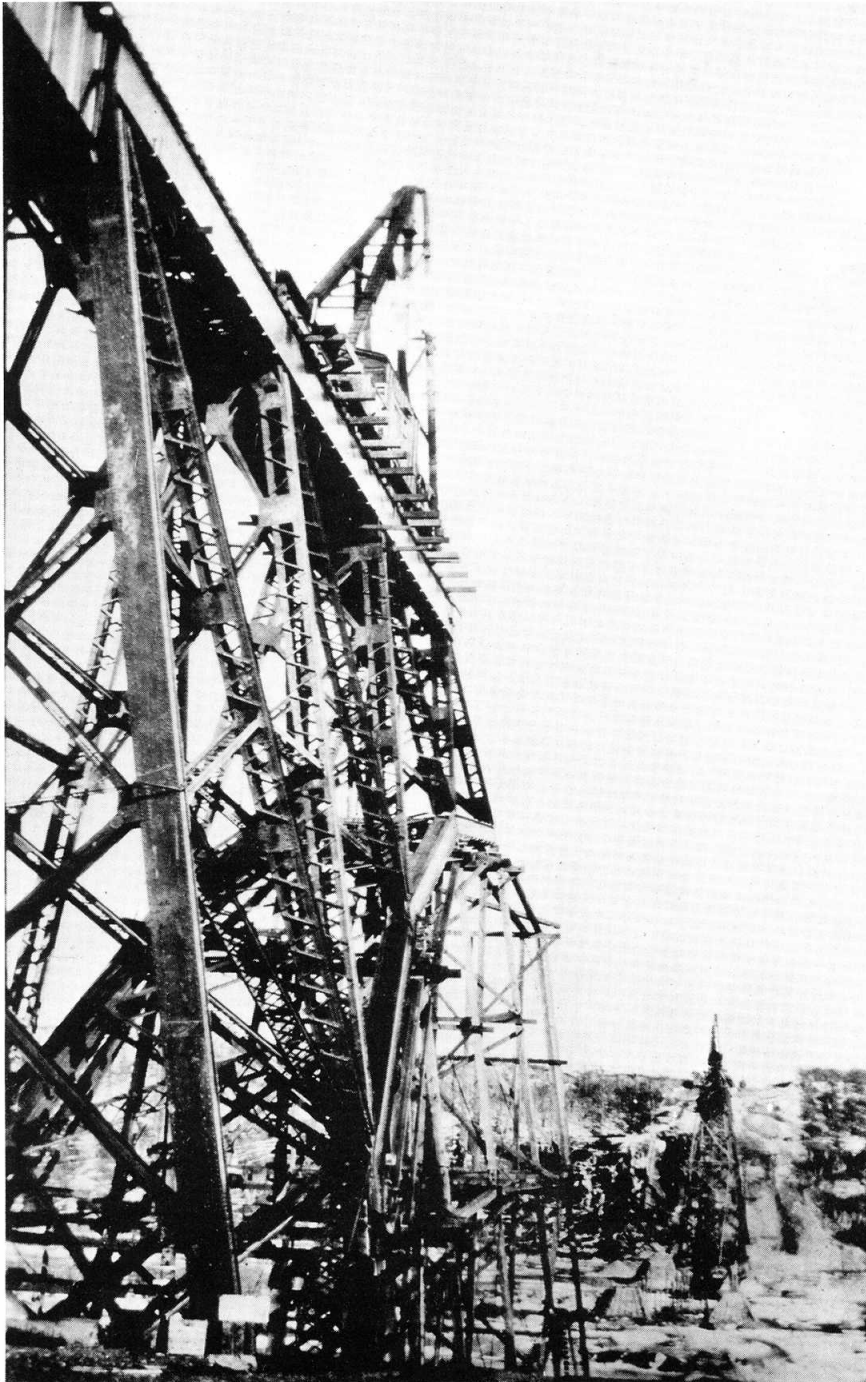
—Aaron Isaacs

Previously in the Minnegazette there was an article about former railroad right of ways converted to trail use. Now there is a national organization, the Rails to Trails Conservancy, devoted to recycling abandoned railroads. They put out a newsletter, lobby for favorable legislation, and assist in court cases where land ownership is in dispute.

Fortunately, the disputes between governments who want the trails intact and adjacent landowners who wish they would go away have all been won by the government. The result is an explosion of new trails. The Conservancy publishes a directory with over 160 segments totalling more than 2600 miles. They range from in town segments as short as 1/4 mile to the recently vacated Katy St. Louis Line that stretches over 200 miles across Missouri.

One amazing thing about the directory is that it contains railroad segments that were abandoned long ago but were left untouched for years. One of the unlikely ghosts in use today is the Mt. Tamalpais and Muir Woods, the shay powered tourist hauler in Marin County near San Francisco, also known as "The Crookedest Railroad in the World." It last turned a wheel in the 1930's. Interurbans abound, including the Pacific Electric, Chicago Aurora & Elgin, Illinois Terminal, North Shore Line, Puget Sound Electric, Waterloo Cedar Falls & Northern, Baltimore & Annapolis, Washington & Old Dominion, and Sacramento Northern. 188 miles of the Milwaukee Road's Pacific Extension have been preserved in the state of Washington. Another welcome surprise is the former route of the Norfolk & Western's legendary Abingdon, VA mixed train.

In the state of Wisconsin, where the movement began, are two trails close to Minnesota that were missed in the last Minnegazette article. The Tuscobia Trail is the former C&NW branch from Park Falls to Tuscobia, 75 miles. Remember the old trivia question about the Northern Pacific's easternmost point? It was the 60 mile line from Superior to Ashland, WI, now the Top of the State trail.



Looking toward Minnesota during construction. Preliminary support trusses can be seen underneath the next arch span. (John Runk Photo)

North Dakota has opened its first trail on the former NP, 17 miles from Mandan to Fort Rice.

Iowa has 12 trails:

Evansdale-Hiawatha, 52 miles, ex-Waterloo Cedar Falls & Northern

Bondurant-Baxter, 21 miles, ex-Chicago Great Western

Alta Vista-Nw Hampton, 10 miles, ex-CGW

Chariton-Derby, 13.5 miles, ex-Chicago Burlington & Quincy

Conrad-Beaman, 5 miles, ex-Chicago & North Western

Milford-Spirit Lake, 7 miles, ex-Milwaukee Road

Holland-Reinbeck, 11 miles, ex-Rock Island

Dubuque-Dyersville, 25 miles, ex-CGW

Elkader, 4 miles, ex-Milwaukee Road

Orange City-Alton, 2.5 miles, ex-C&NW

Roland-Zearing, 10.5 miles, ex-Minneapolis & St. Louis

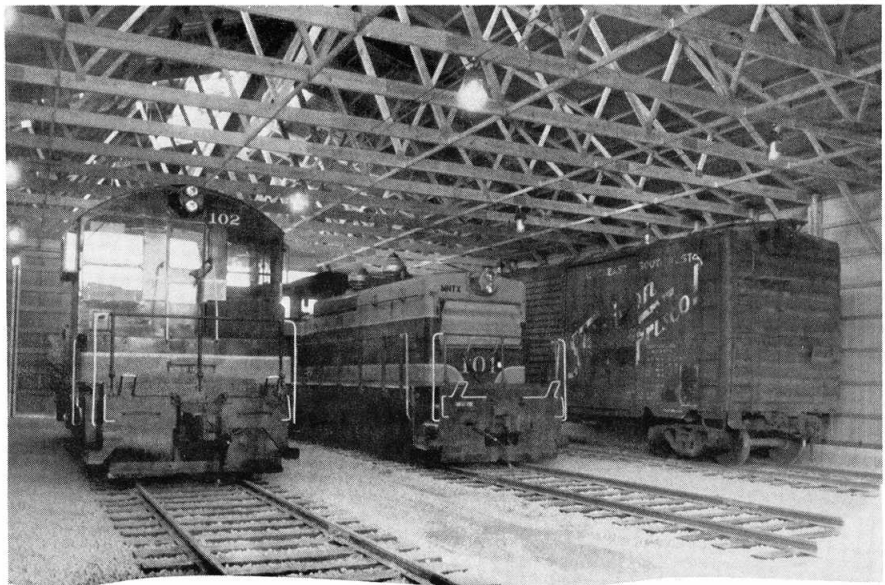
Fort Dodge, 3 miles, ex-?

Anyone wishing to join Rails to Trails Conservancy can write to:

Rails to Trails Conservancy
1400 16th Street NW
Washington, DC 20036

Jackson Street Roundhouse: December 1988

Since many people haven't seen Jackson Street Roundhouse since the building and track have been constructed we decided to print the following pictures of the new shop. It's not heated yet but it's better than nothing. With five storage tracks available (four indoors), and a building capable of housing four 80 foot coaches, we have the modest beginnings of a railroad backshop. If you haven't seen it already come on out and take a look and maybe lend a hand while you're there. **Hudson Leighton Photos**





Opposite page

Top: MTM 102 and LST&T 101 reside in the new shop along with a Frisco boxcar full of parts.

Middle: Ex-NP Rutledge, MN depot before being moved to Jackson Street.

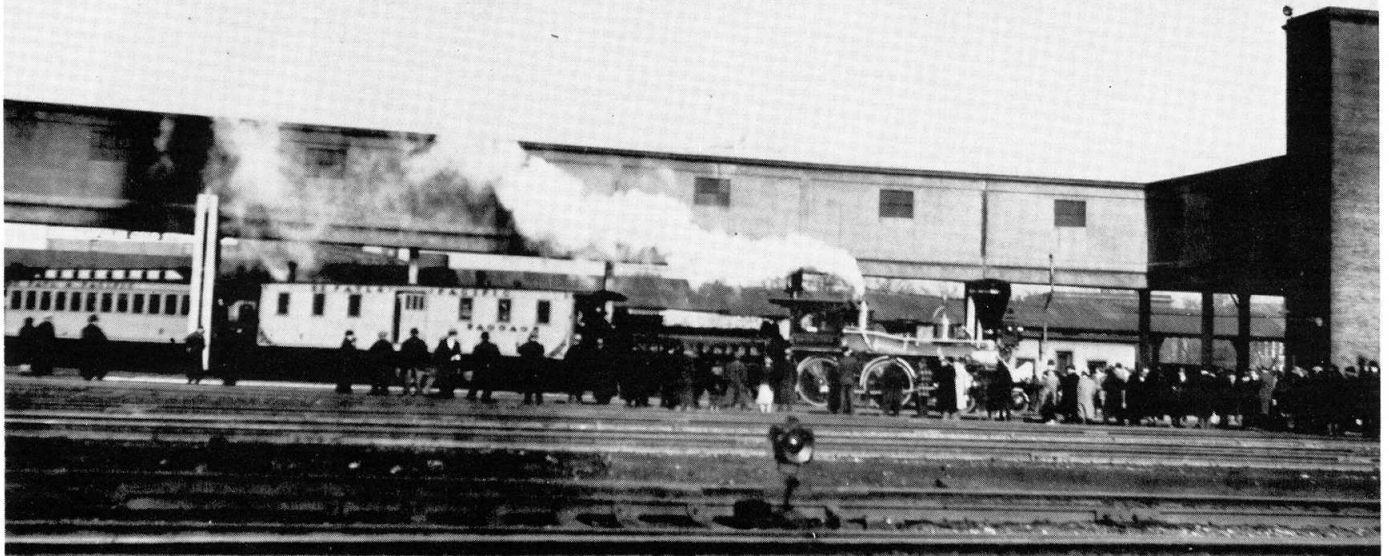
Bottom: Crew of Ken Bennedict dresses up the ballast around the new shop.

This Page

Top: MTM's crystal ball ? No, just a unique fisheye view of the new shop, LST&T 101, MTM 102, and CRI&P 2608

Bottom: Looking west from in front of the shop, we have a good view of the yard tracks in place so far.

(All Photos Hudson Leighton)



Above: Great Northern Railway 4-4-0 locomotive William Crooks, Baggage No 1, and Coach No 9 are assembled at the Great Northern Minneapolis depot sometime during February or March 1939 apparently set to go to the 1939 Worlds Fair. She's not in too bad of shape for a 70 year old steam locomotive. (Paul Joyce Collection)

Inside Back Cover: Nowadays this would be an Intermodal Transfer. Here in 1907 a TCRT streetcar boat is moored at the dock just a stone's throw from the recently built Wayzata Great Northern Railway depot. The depot still stands today as a Wayzata landmark. (Minn. Hist. Society Collection)

Back Cover: Soo Line Pacific No 709 prepares to leave the Fredric, Wisconsin depot sometime during the early 1920's. The class H-1 Pacifics were built in 1906 by the American Locomotive Company, Schenectady works (ALCO). Note the lack of any tender markings and the kerosene headlight. (Paul Joyce Collection)



Minnesota Transportation Museum, Inc. Membership Application

- ☐ FAMILY Membership, \$30 per year. All Members over 18 eligible to operate museum equipment.
- ☐ ACTIVE Membership, \$25 per year. Eligible to operate museum equipment.
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